

that among those on board was Colonel Baron Montagu de Beaulieu, who is known in America. Lord Montagu was born in 1866. He was prominent in athletics and he traveled extensively, visiting the United States, Japan, China and Egypt. He was a war correspondent in Rhodesia during the Matabele war. He was interested in railway and transportation problems. The Peninsula and Oriental Steamship Company stated officially this afternoon that the Persia had left London December 18 and was expected to arrive at Alexandria on January 1. The ship was carrying British mails bound for Bombay, and that she was sunk in the Eastern Mediterranean off the island of Crete. The survivors were away from the ship and were picked up by a steamer bound for Alexandria were expected there this morning.

Carried No War Material.

Officials of the company announced that the Persia carried no war material. The scene of the catastrophe, the sea between the island of Crete and Alexandria, recently has been the graveyard of a number of fine ships, and only a few weeks ago the American tank steamer Petrolite narrowly escaped the guns of a submarine.

The Persia was the first passenger ship lost by the Peninsula and Oriental Line during the war. Just prior to the departure of the vessel from London the company held its annual meeting. Chairman Inchcape remarked of the 27th anxiety caused by the enlargement of the submarine danger zone and of the indebtedness of the company to the British navy for the complete immunity from casualty for their ships, and added prophetically:

"Of course, we cannot tell when a disaster may overtake us."

The Persia was built in 1900 at Greenock. She had been in the Bombay service since that time.

On account of the danger from submarines to vessels which pass through the Suez Canal and the Mediterranean, the Persia was one of the ships which the Japanese Mail Steamship Company, which is dispatching its steamships around the Cape of Good Hope, insurance rates for vessels passing through the Suez have been increased by English underwriters to three or four times the normal figure.

Another British Ship Sunk in Eastern Mediterranean

London, Jan. 1.—The British steamer Abella has been sunk.

The Abella was a new steamship, having been built last year. She was 860 feet long, of 2,850 tons gross and was owned in London.

The Abella sailed on December 2 from Bombay for Hull. This route would take her through the Suez Canal, and it is not unlikely that she was torpedoed in the Eastern Mediterranean, where the Persia and several other vessels have been sunk.

Marseilles, France, Jan. 1.—The story of the sinking of the French liner Ville de la Ciotat in the Mediterranean on December 24 was related by Captain Leveque, who was in command of the vessel, on his arrival at this port on

the British steamship Crispin. He said:

"The lookout sang out 'Look to starboard of the boat.' I had hardly turned in the direction indicated when the vessel was shaken by a heavy explosion. I sent out a wireless calling for help and ordered all the boats out. This was done rapidly, but not without difficulty, for the ship, which was still moving through the water at a good pace."

"One of the boats was capsized. Lifebelts were served out to all the passengers. Those who were unable to get into the boats jumped into the sea and made for the raft. I left the ship at the last minute, diving off from the stern, and reached a boat."

"We cruised about lifting a raft and the persons we could find floating in the water kept up by lifebelts. At last the steamer Meroc came up and took us on board."

Brother with McNeely on Torpedoed Liner

Charlotte, N. C., Jan. 1.—Robert McNeely, the United States Consul on board the torpedoed steamship Persia, was accompanied abroad by his brother, David McNeely, until recently editor of "The Waxhaw (N. C.) Enterprise." It was stated at Monroe to-night, David McNeely, it is said, was to have been his brother's secretary.

Robert McNeely was born near Waxhaw in 1884. He comes from a family influential in the South and he himself had won honors at the bar and in the legislature.

McNeely first attracted attention as a freshman at the University of North Carolina, where he made his own way as a campus barber during the one year he was in the academic department. The next year he entered the university law school.

All the while he had been building up a large practice as an attorney at Monroe, and it was a surprise when he became known to the public as a civil service examination and had been appointed United States Consul at Aden.

Boston, Jan. 1.—Charles Grant, of Boston, a passenger on the Persia, left here in November for Calcutta, where he expected to establish an agency for the New England Vacuum Oil Company, by which he was employed.

Grant for the past year or more had made his home in Medford, with his mother, who, following the death of her husband, came from her former home in Rochester, N. Y., to reside with her son.

Grant sailed from New York for Liverpool, and arrived there about December 18. On December 18 he sailed on the Persia from Southampton. Grant had a wide acquaintance in Boston, and for years he made his home at the Irvington Chambers, Irvington Street. He was a baritone singer and formerly was for years a member of the choir of the Emmanuel Church in Newbury Street. More recently he had been a soloist at a Medford church.

U. S. POUNCES ON \$40,000,000 PLOT

Biggest Teuton Conspirators Stalked and Then Brought to Bay.

INVOLVE NEW YORKER OF GREAT WEALTH

Leaders Watched to Prevent Dash from Country—Witnesses on Parole.

Investigation of a German conspiracy that will be more far-reaching than any of the four big cases that have yet come to the attention of the Federal authorities of the southern district of New York will be begun by the government on Wednesday.

A representative of the United States Attorney's office said yesterday that the indictments of the group including Max Breitling, Dr. Herbert Klenze, Fay, Scholz and others; the group involving Paul Koenig, of the Hamburg-American Line, and his associates; the group comprising David Lamar, von Rintelen and members of Labor's National Peace Council and the successful conviction of Dr. Karl Buehn, resident director of the Hamburg-American Line, and his three subordinates are comparatively unimportant compared with the great conspiracy that is to be unravelled by the new grand jury which is to sit in the Federal Building on Wednesday.

The mass of evidence thus far procured in the new inquiry involves seven or eight men of prominence against whose integrity no suspicion had been directed until a month ago.

Rich New Yorker Accused.

One of these alleged conspirators is a man of great wealth and social prominence in this city. The others live in cities between New York and St. Louis. All have been under surveillance since the latter part of November.

Three of the men have been doing some extensive travelling within the last two weeks and their journeys have required the detached service of several of the important investigators of the Department of Justice. The Federal authorities at all ports have been advised as to the men's identities, and any effort on their part to escape the jurisdiction of the United States will end in their immediate arrest.

A government official said yesterday that the new grand jury which is to inquire into this new and most important conspiracy will require at least ten or twelve weeks and that no less than seventy-five witnesses will be brought before it.

Anticipating the long drawn out procedure, the government has seen fit to watch the important conspirators, two of whom it is thought have already made an effort to sail for either Brazil or the Argentine.

Testify to Escape.

Some who will offer full and complete testimony are aware that by such a course alone will they escape prosecution themselves.

Five of the important witnesses are travelling men, who were permitted to continue with their business trips on condition that they give their itinerary and report to the Federal authorities every two or three days.

Five witnesses who live within the southern district of New York will tell what they know of the newly discovered conspiracy when the jury convenes on Wednesday.

"While the other cases that have come to our attention have been of much importance," said a representative of the United States Attorney's office, "this new conspiracy inquiry will certainly dwarf them when the facts come to public attention. Its organization was marvellous and was carried on with exceedingly crafty yet radical effectiveness."

The informant was not prepared to say how much money was involved, but it is believed that a sum of \$40,000,000 was used as a fund.

U. S. TO SIFT PERSIA'S LOSS

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submarine appear. While there is no doubt in the mind of any official here that the submarine that sank the Persia was Austrian, or at least flying the Austrian flag, it is possible that she did not come from the surface, and that therefore it will be impossible to make out a legal case against the Vienna government. This in spite of the fact that Count von Bernstorff recently announced that no German or Turkish submarines were operating in the Mediterranean.

Officials Astounded.

The news of the outrage astounded the officials here. Coming so soon after the friendly assurances and the definite pledges that its behavior would be not only legal but that they were frankly incredulous till an official dispatch from Consul General Skinner at London confirmed the main facts. Even if it could be supposed that Austria was planning to change the instructions to her naval officers, it is admitted no excuse could be found for such an act as this is reported to be. With the constant communication afforded by the wireless, with the American case under discussion for weeks and the views of this government known in Vienna since early in December, it is declared that no possible explanation of ignorance on the part of the commander can be accepted.

The dispatch from Consul General Skinner, probably based on the British Admiralty report, said:

"P. & O. liner Persia reported sunk, submerged, while approaching Alexandria. Robert N. McNeely, American Consul, Aden, going to post, left London as passenger. Nearly all on board perished."

The government at once put every agency at work to learn the exact facts as to the affair. If it has happened as the McNeely escaped the State Department expects to have within a short time a report which will have above question and which will establish on the firmest possible basis.

As always, the government will wait for full information before taking any action. If the incident is established there is no doubt that the incident will result in new and vigorous representations to Austria.

The good faith of a friendly government cannot be questioned, but this government is likely to demand assurances much more definite than those in the Ancona note, as well as an explanation of the Persia case, which probably will involve complete and open disavowal and some real punishment to the submarine's commander. The possibility of a severance of diplomatic relations, with all that it implies, is again in the background to-night, after having been absent for only twenty-four hours.

The decoding of the Ancona note was finished to-day, and copies were put in the hands of Secretary Lansing and sent to President Wilson at Hot Springs. It is understood that no important differences from the text of the full note will be made public as soon as the officials have studied it.

Montagu Daughter Quits Chorus When Liner Sinks

(By Telegram to The Tribune.)

Philadelphia, Jan. 1.—Lord John Walter Edward Douglas Scott, Baron Montagu de Beaulieu, who is among the first cabin passengers listed on the P. & O. steamship Persia, which was sunk by a submarine in the Mediterranean, is said by Miss Cecil Douglas Scott Montagu, a member of the chorus of the "Maid in America" company, to be her father. When the play closed an engagement in Pittsburgh last night Miss Montagu left at once for Philadelphia, after sending messages asking the newspapers in this city to telegraph her on the train if any news concerning her father was received.

Through her mother, Miss Montagu says she is a granddaughter of the ninth Marquis of Lothian, and her father's grandfather was the Duke of Buccleuch and Queensberry.

Miss Montagu came to this country with an English company. When other members returned to London she remained as a member of the chorus in another company, so that she could see more of America. She began her stage career as a member of Sir Henry Irving's company, at His Majesty's Theatre, London, four years ago.

"Whitaker's Peerage" shows that Lord Montagu has a daughter, the Hon. Helen Cecil Scott Montagu, who was born in 1890.

BILTMORE PAYS DIVIDEND

Breaks Record by Distributing Earnings for First Two Years.

Subscribers to stock in the Biltmore Hotel were assured of a Happy New Year last night when they learned that dividend checks for 1914 and 1915 had been mailed to them. It was said by hotel men that the Biltmore had broken all New York records by paying dividends for the first two years of its existence.

The Beausite Hotel Company, which owns the Biltmore, is capitalized for \$3,000,000. Half of this is preferred and half common stock. Six per cent dividends for the two years were paid on the preferred stock.

ROSE HEIR TO \$500,000

Denver Boy on Persia a Student at Eton—En Route to Spain.

Denver, Jan. 1.—Edward Rose, of Denver, mentioned in London advices as a passenger on the British liner Persia, is a student at Eton, England, according to J. W. Hudson, of this city, guardian of his estate. He was en route to Southern Spain to visit his father, William Rose.

Edward Rose is heir to a fortune estimated by friends at \$500,000, bequeathed him in trust by a grandfather, Mrs. Amelia Eddy-Smith, who died in England in 1908. He is a native American.

HUERTA UNDERGOES KNIFE

Mexican ex-President Has Operation for Liver Trouble.

(By Telegram to The Tribune.)

El Paso, Tex., Jan. 1.—Huerta was operated on to-night for chronic liver trouble. General Huerta's condition is said to-night to be critical, although he stood the operation fairly well.

FORD, ILL. DUE THIS MORNING

Continued from page 1

New Orleans yesterday full of courtesans.

Mrs. Ford and her son left Detroit at 7:10 o'clock Friday night and arrived here at 10 a. m. yesterday, going immediately to the Waldorf where they engaged a suite. They did not register. When a reporter called to see Mrs. Ford she refused absolutely to see any "newspaper people."

This refusal probably is in line with her determination not to see or talk to any more reporters at any time. Before she left her home in Detroit, which has been turned into a fortress to withstand reporter's attacks, Mrs. Ford said over the telephone: "After what has been printed and the way Mr. Ford has been treated, I do not believe that I shall ever talk to a reporter again. If there is anything more to be said Mr. Ford himself will say it."

On the trip East the porters on the train were made rich by "tipping" Mrs. Ford off whenever a reporter appeared on the train. Mrs. Ford could be seen frequently hurrying to another part of the train with lines compressed and a stern look on her face, which boded no good to the unwary journalist. Edsel Ford said over the telephone: "I am not going to be communicative as his mother, and when asked any questions invariably shrugged his shoulders and said: 'Nothing! Nothing! Nothing!'"

7 HURT WHEN AUTO HITS TROLLEY CAR

New Year's Party Hurled to the Roadway by Collision.

Seven persons who crowded into a five-passenger automobile owned and driven by George Behling, a contractor, of 1429 Ely Avenue, Woodhaven, L. I., were injured when the machine smashed into a trolley car early yesterday morning. Harry Behling, son of the owner, is in St. Mary's Hospital with a fractured skull. Mrs. Behling and her daughter, Eva, are in the same institution, suffering from severe lacerations of the scalp and face. The other passengers, Mr. and Mrs. Oscar Deutscher, of Ozona Park; a young woman from Manhattan, and Behling himself, escaped with slight injuries.

After a New Year's party, the guests decided to accompany Mr. and Mrs. Deutscher in the automobile to their home. On Rockaway Road, near Centerville Avenue, Woodhaven, Behling turned out on the trolley track to avoid a milk wagon. He was blinded immediately by the headlights of an approaching Long Island Traction Company trolley car, which tore off the right side of the automobile, throwing all the passengers out in the street.

Dr. W. F. Reynolds, a veterinary surgeon, of Hackensack, was seriously injured yesterday, when his automobile collided with James J. Berthoff's machine on the ice-covered Essex Street hill. Hurled through the windshield of his car, Dr. Reynolds was cut and bruised and both his legs were fractured. Berthoff assisted in carrying the physician to the hospital.

TITANIC BALANCE \$119,525

Company Deposits in Court Amount Left from Passage Money and Salvage.

As the decision of Judge Julius M. Mayer on the petition of the White Star Line for a limitation of liability for the Titanic disaster under the United States admiralty statutes is soon to be filed, the steamship company yesterday deposited with Alexander Gilchrist, Jr., clerk of the Federal District Court, \$119,525. This sum represents all that is left of the Titanic passage and freight charges and salvage for the liner's lifeboats. If the petition is upheld it will be the court fund for the settlement of claims. Nearly all of the claimants have agreed to accept \$654,000 from the company in full settlement of all claims for loss of life and baggage and personal injuries.

Will Offer on Special Sale Monday

500 Women's Corduroy House Gowns

Corduroy House Gowns; full length, with deep shawl collar, in Copenhagen, Rose, Light Blue and Wistaria; China Silk lined throughout.

Unusual Value } 3.95

Oppenheim, Ellins & Co

34th Street—New York

January Clearance Sale, Beginning Monday

Extraordinary Reductions in All Departments

Women's and Misses' Suits

To Be Closed Out

Tailored Suits, in various materials, trimmings and coat lengths; black and colors. Formerly sold to \$5.00

15.00

Fur Trimmed Suits of Broadcloth and other high-class materials. Formerly sold to 40.00

20.00

Higher Cost Tailored and Dressy Suits of Broadcloth, Belvina Cloth and other desirable materials; trimmings of fur. Formerly sold to 50.00

28.00

Women's and Misses' Coats

To Be Closed Out

Coats of Wool Velour Mixtures, Gabardine and Checks; many fur trimmed. Formerly sold to 30.00

15.00

Fur Trimmed Coats of Wool Velour, Velvet and Zibeline. Formerly sold to 35.00

20.00

Dressy Coats of Chiffon and other high cost materials; fur and other trimmings; silk lined throughout. Formerly sold to 45.00

25.00

Will Place on Sale Monday an Additional

375 Afternoon and Evening Dresses—To Be Closed Out

Women's and Misses' Attractive Dresses of Crepe Meteor, Charmeuse, Taffeta, Plain and Flowered Chiffon and Nets. Also combination of Georgette Crepe with Taffeta and Charmeuse. Regularly 25.00 and 30.00 values

12.00

Women's Higher Cost Afternoon and Evening Gowns

At Large Price Reductions

The Entire Stock of Fur Sets, Separate Muffs and Scarfs

At Extraordinary Price Reductions

Women's Hudson Seal Coats—Greatly Reduced

Hudson Seal Coats, in fashionable straight-line models, brocaded silk lining; 40 in. long. Actual Value 95.00

65.00

Trimmed Hudson Seal Coats of superior Hudson Seal; flare model; natural skunk or self collar; 42 inches long. Actual Value 125.00

95.00

Trimmed Hudson Seal Coats; collar, cuffs and border of natural skunk. Actual Value 195.00

135.00

Trimmed Hudson Seal Coats; French model; cut very loose from shoulder; collar, cuffs and border of skunk. Actual Value 325.00

250.00

The Entire Stock of Girls' Winter Coats—To Be Closed Out

About 325 Girls' Coats of Zibeline, Corduroy, Velvet, Wool Plush, Mixtures, Chinchilla, Broadcloth and Plaids; suitable for school, dress or general wear. Sizes 4 to 16 years.

Girls' Coats.... Reduced to.....5.00

Girls' Coats.... Reduced to.....8.75

Girls' Coats.... Reduced to.....10.75

Misses' Suits—Greatly Reduced

Misses' Suits of Broadcloth, Whipcord and Gabardine; trimmings of Fur and Braid. Reduced to

15.00

Higher Cost Misses' Suits of Broadcloth, Velvet and Duveltyne; trimmings of Seal, Beaver and Opossum. Reduced to

20.00

Misses' Suits of superior Velveteen, in various models; trimmings of Beaver, Raccoon and Skunk. Reduced to

28.00

Misses' Coats—Greatly Reduced

Misses' Coats of Corduroy, Mixtures, Wool Velour, Checks and Zibeline. Reduced to

15.00

Misses' Coats, in dressy and storm models, of Broadcloth, Wool Velour, Corduroy and Plush; trimmings of fur. Reduced to

20.00

Misses' Coats of Seal Plush, fine Broadcloth and Duveltyne; smart Fur trimmed models; richly lined throughout. Reduced to

25.00

2100 Pairs Women's and Misses' Lace and Button Boots

The assortment includes all this season's desirable styles from the regular stock.

Women's and Misses' Boots . . . 5.00 and 6.00 values. . . . Reduced to..3.75

Women's and Misses' Boots . . . 7.00 and 8.00 values. . . . Reduced to..5.50

Women's and Misses' Beaded Slippers, for dancing and evening wear, of Bronze Kidskin, Black Satin and dull Kidskin; turned soles; Louis XV heels. Regular 5.00 and 6.00 values. . . . Reduced to

3.75